

BUREAU OF ENVIRONMENT

CONFERENCE REPORT

DATE OF CONFERENCE: January 6 and 13

LOCATION OF CONFERENCE: Transportation Planning, JO Morton Building

ATTENDED BY: Marc Laurin, Cathy Goodmen, Kevin Nyhan, Bob Landry, Kevin Prince, Bill Oldenburg, Chris Waszczuk, Phil Miles, Russ St. Pierre, Don Lyford, Alex Vogt, Joe Kieronski, Bill Cass, Charlie Hood, Kevin Prince, Bill Hauser, Mark Hemmerlein, Kit Morgan, Den Danna, Mike Fudala, and Jim Marshall, NHDOT; Linda Wilson, Edna Feighner, and Jim Garvin, NHDHR; Bill O'Donnell, Ed Woolford, and Harry Kinter, FHWA; Gary York and Allen Coach, Town of Candia; Steve Johnson, VHB; Jamie Paine, CLD; Tom Marshall, SEA; Sean James, HTA; Peter Pitsas, Underwood Engineering; Ed Hiller, Andover Historical Society; Mark Stetson, Andover Selectman.

SUBJECT: Monthly SHPO-FHWA-ACOE-NHDOT Cultural Resources Meeting

NOTES ON CONFERENCE

Thursday, January 6, 2005

Chesterfield, X-AOOO(242), 14208. Participant: Kevin Nyhan.

In response to E. Feighner's inquiry, K. Nyhan looked into areas where the Department is proposing to eliminate guardrail and conduct drainage improvements associated with this resurfacing project along NH Route 9 in Chesterfield. After review, E. Feighner stated that since there are no guardrail eliminations and no drainage upgrades proposed in the vicinity of Spofford Lake, she was not concerned about affecting archaeologically sensitive areas during this project. Since the project would not affect historic buildings, a No Historic Properties Affected memo was signed.

Newington-Dover, NHS-027-1(037), 11238. Participants: Marc Laurin and Chris Waszczuk.

The Department's consultants have looked more closely at the preliminary design of the widening of Woodbury Avenue in front of the Beane Farm and the Isaac Dow House that is necessitated by the proposed reconfiguration of the Exit 3 interchange. C. Waszczuk explained that the initial concept was to provide for a 92-foot wide cross-section through the area, which would have required that the Isaac Dow House be relocated. To minimize impacts to these historic properties a reduced section of 80 feet was examined for this area consisting of, in each direction, two travel lanes (14-foot and 11-foot), a 5-foot shoulder and a 7-foot grassed panel (which could accommodate a sidewalk), and a raised median with a reduced width of only 6 feet. The centerline of the roadway will remain as existing. A sketch of the cross-section was handed out.

Impacts to the Dow House property were presented. At the south end of the house the proposed widening will impact the existing concrete-capped granite retaining wall, requiring the construction of a new retaining wall in basically the same location. The new retaining wall will continue to the north along the property line and will extend beyond the house. The wall will be only a few feet in height in the southern part, but may range from 6 to 10 feet in the northern part, though further engineering will most likely reduce this height. In order to construct this wall temporary impacts will extend onto the property about 2 to 3 feet impacting the existing shrubs. These shrubs will need to be replaced. The trees will not be impacted.

The widening will require the impacts to the Beane Farm to extend approximately 7 feet onto the property. A retaining wall will be constructed and will be about 7 feet from the house at its closest point (the south corner). This wall would be only 2 to 4 feet in height. Two large trees, which have been heavily pruned due to the existing power lines, will need to be removed. A permanent acquisition will be required from the Beane Farm to accommodate the widening and retaining wall.

L. Wilson and J. Garvin were please to see that the impacts have been minimized. They stated that the landscaping should be restored in consultation with the property owners. A discussion of the granite ashlar blocks which comprise part of the existing Dow House retaining wall ensued. It was agreed that it would be appropriate to discuss with the owner the reuse of these ashlar blocks elsewhere on the property, for example to define the back of the parking area, rather than try and incorporate them into the new wall. The new wall will be of concrete and an appropriate facade will be formed to complement the historic nature of the house. DHR expressed no preference on the look of the new wall. C. Waszczuk will work with the property owner to investigate the reuse of the ashlar blocks and discuss the type of facade he would prefer.

Candia-Raymond, FED-018-2(17), P-7959-A (Surplus Land). Participants: Cathy Goodmen, Phil Miles, and Gary York and Allen Coach, Selectmen, Town of Candia.

This surplus land was presented at the May 6, 2004 NHDHR meeting. The parcels are adjacent to the south side of Route 101, just west of Exit 3. The Town of Candia wishes to purchase two parcels of land on which to build a town transfer station. At the previous meeting, it was determined that the sale of the westerly parcel, the larger one, would have no historic or archaeological impacts. However, the smaller easterly parcel B has several stone walls that could possibly be animal pens and a banked, flat area adjacent to the stone walls that may have had a structure on it. The trees there are younger than most of the trees in the area. There is also a quantity of old metal debris that may be from historic use of the property. Historic maps indicate that buildings may have been in the parcel as early as 1806. It was determined that this parcel should be retained, or could be sold, but the buyer would have to complete a Phase 1A archaeological survey and any subsequent phased investigation if the Phase 1A reveals high archaeological sensitivity. Harry Kinter also requested that the town show proof of permission to access the larger parcel, which does not have access to Brown Road.

The Town of Candia presented their request to SHPO after conversations with Phil Miles of the bureau of R.O.W. They are actively negotiating the purchase of the parcel of land along Brown Road, which will give them access to the larger of the two surplus parcels. They noted that the historical society was not aware of any historical occupation of the site, and that the adjacent railroad line was active between 1861 and the 1970s. The selectmen agreed to conduct a Phase

IA archaeological survey in the spring when the snow is gone, and establish the archaeological sensitivity of the property.

Merrimack 14091 (no federal #). Participant: Steve Johnson, VHB.

Steve Johnson briefly explained the project and noted that the bridge could not be retained because of its narrow width, poor roadway geometry, and condition. The bridge abutments are undermined. The purpose of the meeting was to discuss mitigation required for removal of the bridge, which was determined eligible for the National Register at a DHR "Determination of Eligibility" meeting.

After discussion, Jim Garvin asked that the mitigation for the bridge removal consist of the following:

1. Large format, 4X5 negatives and contact prints in black & white. The following views shall be taken:
 - Oblique views from the roadway toward the bridge that shows the bridge and its context (2 pictures total, one from each direction).
 - Elevation views of the bridge from the upstream and downstream sides (2 pictures total).
 - Concrete encased beam photo from the underside of the bridge (2 pictures total, one from a distance showing the bridge and the underside of the superstructure, and one closer showing the concrete encasement in more detail).
 - Elevation view of the bridge parapet from the roadway side showing the inset panel detail (1 picture).
 - Close up of the bridge plaque showing the names and dates (1 picture).
2. One or more 11x17 drawings showing the bridge in plan, cross section, and elevation with critical dimensions and elevations. The drawing should include the batter on the abutment, wing walls, and parapet.

It was agreed that the visual documentation was sufficient and that a narrative was not required with the above. Steve Johnson will contact Joyce McKay to assure that the photographs are taken in the correct format.

Hooksett, CM-STP-HAZ-T-X-OOOS(222), 12537A: Participants: Russ St. Pierre, Bill Oldenburg, and Don Lyford.

R. St. Pierre presented five properties located within or near the project area. After review, it was determined that the Knights of Columbus hall/Little Rising Stars daycare property on US Route 3 (Hooksett Road), the stone house property (#1253 Hooksett Road), and the white farmhouse property in the northeast quadrant of the intersection of US Route 3 and Whitehall Road would require full or individual forms. The "Queen Anne" style house (#3 Whitehall Road) and the structure at #1244 Hooksett Road would only require front or reconnaissance forms.

Derry 13648 (no federal #). Participant: Jamie Paine.

Jamie Paine from CLD Consulting Engineers, Inc. presented this municipally managed project to install a box culvert. The Town of Derry, NH, in conjunction with the NH Department of Transportation, proposes to replace a set of four corrugated metal pipes (CMPs) that carry Bradford Street over Tributary G of West Running Brook, in the Town of Derry, NH. Bradford Street traverses south from NH Route 28, through a residential neighbor consisting of a series of split-level ranches. The ends of the existing CMPs have been crushed due to the weight of stone headers placed above the structures. The reduced function of the structure has resulted in poor water flow through the project area, creating raised stream water levels in the stream channel and on adjacent residential property. The raised water levels have also created excessive water quantities in the basements of abutting residential buildings.

PROPOSED ACTIONS

The four CMPs would be replaced with a three-sided, pre-cast concrete box culvert. The box culvert would have a 20-foot (ft) span over the stream banks and a five-foot rise, creating a natural stream bottom crossing. The elevation of the post-construction roadway would remain consistent with existing conditions.

NHDHR DECISION

The NH Division of Historical Resources determined that there are no historic resources affected in the project area. No further review is required.

Deering-Antrim, 14237 (no federal #). Participant: Bob Barry and Tom Marshall, SEA.

S E A handed out a meeting agenda outline, a USGS Map showing the project location, and an existing bridge/project site photo packet to the attendees. T. Marshall presented the following project information in the meeting:

The Towns of Deering and Antrim are seeking to complete the appropriate evaluations, design, and construction to replace the West Deering Road Bridge (Bridge No. 032/101) over the Contoocook River. The following is a summary of the project:

ROADWAY GEOMETRY/ALIGNMENT:

Both Towns are interested in investigating the replacement of the existing one-lane (18'-0" pavement width) bridge with a new two-lane (24'-0" pavement width) structure to handle current and future traffic volumes on West Deering Road. Traffic Volume Reports on NHDOT's website indicate that the 2003 AADT was 1,100 vehicles per day. AASHTO guidelines (Exhibit 5-7) do not recommend using a single lane, 18-foot clear roadway width on a bridge to remain in place unless the traffic volumes are less than 50 veh/day. They also recommend using the following criteria:

"Bridges to Remain in Place" with traffic volumes between 250 and 1,500 veh/day

Minimum Structural Capacity = H-15
Minimum Clear Roadway Width = 22 feet

"New and Reconstructed Bridges" with traffic volumes between 400 and 2,000 veh/day

Minimum Structural Capacity = HS-20
Minimum Clear Roadway Width = 26 feet

Based on information from Town Selectmen and the Planning Department, future development is anticipated for the surrounding area (golf course, airport expansion, condos, Wal-Mart, etc.), which will directly increase traffic volumes over the bridge. Roadway approach work will be minimized as much possible to keep the overall cost of the project down but designed to provide a safe transition in the vicinity of the bridge.

EXISTING CONDITION OF BRIDGE:

The latest NHDOT inspection report identifies the bridge as structurally deficient with the superstructure in poor condition and substructure in fair condition. S E A engineers have visited the site and agree the bridge has approached the end of its useful life. The structure is now in a state of accelerated deterioration due to corrosive road salts and natural weathering demands. The bridge is currently posted "Weight Limit 15 Tons".

HISTORIC INFORMATION:

Originally built in 1905 (according to documentation), the existing one-lane, 76'-3" Single Span Low Warren Truss was determined eligible for the National Register of Historic Places in 1988. The documentation indicates that new concrete bridge seats and a new concrete deck were completed in 1953. There is no mention of whether or not the truss itself came from another location (the Towns' understanding as discussed in previous meetings). A survey of New Hampshire's historic bridges was performed by New Hampshire Department of Historical Resources (NHDHR) and New Hampshire Department of Transportation (NHDOT) officials in 1988/1989. The West Deering Road Bridge was given a score of 19 at the time of the study, which made it the 3rd highest ranking Single Span Low Warren Truss in the survey. Only the Bell Hill Road Bridge (Built in 1909) in Stark, NH and the Park Street Bridge (Built in 1892) in Exeter, NH ranked higher (20 and 22.5 respectively). According to Jim Garvin, the bridge was re-scored in 1999 and now has a score of 21.

TRUSS REHABILITATION:

From a practicality standpoint, proposing an increased roadway width would eliminate an alternative that involved rehabilitation of the existing truss structure. Retrofitting trusses to increase width is not cost effective and will result in a lower structural capacity of the system unless major upgrades (possibly replacement of most or all of the members) to the trusses themselves are completed (more cost). The historic documentation mentioned above indicates that the original design loading was AASHTO H-15 (15 tons). The structure is currently posted for single lane 15-ton limit. The additional width would increase the self-weight of the structure and allow for 2 lanes of truck loading, which would result in a significant load increase on the trusses. According to State law, "All bridges constructed with bridge aid funds shall have a carrying capacity of at least the legal load as stipulated in RSA 266. All bridges reconstructed with bridge aid funds shall have a carrying capacity of at least 15 tons." Although rehabilitation including widening of the existing trusses may be structurally feasible, it is not recommended because the resultant capacity of the structure will not meet the 15-ton reconstruction requirement (without significant alterations and cost) and thus the costs will not be reimbursed by the State.

Single lane truss rehabilitation is more cost effective but does not support the Towns' desire to construct a two-lane bridge. Although the DOT would allow a single lane structure (with a signed waiver by both Towns accepting liability for the fact that the structure was not designed in accordance with current design standards), it would not meet standard guidelines for handling the current and future traffic volumes on West Deering Road. The 15-ton resultant capacity mentioned above could also be an issue.

ABUTMENTS - REHABILITATION VS. REPLACEMENT

Rehabilitation of the existing abutments will require further investigation during the Engineering Study phase to determine whether it is structurally feasible. Major modifications to the existing abutments could be required to account for the increased live and dead loads. The original bridge was only designed for a single AASHTO H-15 (15 ton) truck. Proposed 2-lane structures will produce significantly higher loads due to the increased width and the 2-lane, HS-25 (90 tons total) design criteria. The effort to retain the existing abutments would be quite expensive. It would involve extension of the abutments to support the wider superstructure and replacement of the wing walls to retain the soil embankment and support the bridge approach rail posts of the wider bridge. Consideration of widening the bridge to one side could only be evaluated as a means of potentially reducing the cost of reusing the existing abutments. Cofferdams (and their associated costs) would still be necessary for the rehabilitation/widening effort. Even if abutment rehabilitation appears to be the most cost effective solution, there is a greater potential for construction change orders and extra costs since the conditions found in the field during construction could differ from those assumed during the design. Reuse of the existing abutments is contingent upon the proposed roadway alignment and results of a subsurface investigation results.

New abutments are generally more durable than reusing existing abutments and there are fewer surprises (unanticipated costs) during construction. Assuming that the existing abutments are sitting on solid bearing material it is anticipated that new reinforced cast-in-place concrete abutments and wing walls would be supported on spread footings (shallow foundations). The subsurface investigations performed during the Engineering Study Phase will indicate the type of foundations that are required at the site. Depending on the effort required to reuse/modify portions of the existing abutments, complete replacement may prove to be more cost effective than rehabilitation. The ability to reuse the new abutments for a future bridge deck and possibly a second bridge deck would further increase the savings from a life cycle perspective.

The following paraphrased questions, comments, and discussions ensued as a result of the presented information. These do not appear in the exact order that the issues arose.

- J. Garvin stated that the actual age of the truss still needs to be confirmed and indicated it may have come from somewhere else, possibly during the 1950's. T. Marshall mentioned that this was also the belief of some of the Town staff from Deering as well. From J. Garvin's experience, the members are stouter than steel trusses typical of the 1905 era. The existing concrete curbs ("fellow guards") were common in the 50's era. The concrete abutment seats were also added when the bridge was erected or reset on the existing abutments in the 1950's according to documentation.
- J. Garvin stated the importance of gathering more information on the history of the truss before proceeding too far. J. Garvin offered to see what additional information he could

gather but said it was not his responsibility. S E A would appreciate any information he could gather.

- Bob Barry asked if it was a possibility that the bridge may not actually be eligible for the National Register if additional historical data indicates something different than originally assumed. J. Garvin responded that the truss would require re-evaluation based on new evidence to determine whether or not it would still be eligible.
- T. Marshall described the issues with the existing bridge and road including width, accidents (hits to unprotected members), traffic counts, and poor superstructure condition. He also mentioned the Towns have a limited budget and Antrim is clearly not willing to go above a preset figure as this bridge does not serve the Town of Antrim directly. The bridge is mostly used by Deering residents.
- Initially mentioned by B. Barry, there was a lot of discussion around an offline alternate. It was concluded this bypass alternate should be evaluated to some level as an option to keep the truss as is. Concerns with this, besides the cost probably being above the Town's budget, was the need to perform archaeological survey and potential mitigation if resources are found. E. Feighner stated that the banks of the Contoocook River are archaeologically sensitive but regions previously impacted by construction of the existing bridge and road will not require archeological exploration.
- L. Wilson, J. Garvin, and E. Feighner: The existing bridge could possibly be used as part of a trail system and be eligible to receive grants to fund its future maintenance effort if bypassed and left in place. E. Feighner mentioned that Chris Gamache of DRED (Trails Bureau) is the contact to explore the possibilities. The snowmobile trails network and Contoocook Valley pedestrian trail network were also mentioned as part of the discussion regarding using the existing truss for trail purposes. The NHDOT administrator of biking trails was mentioned as a source of knowledge along with LWCF. Antrim (historical central village) and Hillsboro Historical Society were mentioned as other parties potentially interested in pursuing preservation of the bridge for trail purposes.
- J. Garvin indicated that approximately 50% of the Low Warren Trusses in the state have been replaced in recent years therefore the historical value of the ones remaining has risen.
- B. Barry asked if an alternate of rehabilitating/widening the existing truss to two lanes (including replacing the existing stone abutments with new concrete abutments) to achieve a minimum of 15 Ton capacity would be acceptable. J. Garvin responded that SHPO would be able to approve a widened rehabilitation alternate but the Town's would still need to go through the Section 106 process since there would be adverse affects in widening the bridge and replacing the abutments. The process would include evaluating possible mitigation measures to compensate for the adverse affects. The superstructure was clearly considered to have the most historic value even though the abutments probably pre-date the existing bridge possibly having supported a covered timber bridge.
- B. Barry suggested we consider reducing the dead load of the deck to gain more LL capacity and using 50 k steel for new members to also pick up LL capacity.
- B. Barry suggested including the Section 106 meeting with consulting parties as a task late in the Engineering Study Phase. Hopefully a recommended alternate could be agreed upon by all parties at the meeting, allowing the Section 106 process to continue in a timely and efficient manner.

It was noted that if a Corps permit were needed, the project would involve section 106 review.

Washington, 14346 (no federal #). Participant: Tom Marshall, SEA.

S E A provided a meeting agenda outline, a USGS Map showing the project location, and an existing bridge/project site photo packet to the attendees. T. Marshall presented the following project information in the meeting:

The Town of Washington is interested in replacing the existing one lane Halfmoon Pond Road Bridge (Bridge No. 181/083) over Halfmoon Pond Outlet. The superstructure was replaced by NHDOT Bridge maintenance forces in 2002 as part of an emergency repair effort. Since there were no alternative routes to get to the north side of Halfmoon Pond Outlet, the project required a temporary shutdown to complete the work. Consequently the abutments, which are in need of replacement, had to be left in place due to the restricted shutdown time. The Town would like to replace the entire bridge with a new 2-lane structure. This will require staged construction in order to maintain traffic at all times. The new alignment will be shifted slightly downstream to allow for staged construction. There is a stone dam approximately 200 feet upstream of the bridge. The dam does not fall within the limits of the field survey that was performed.

The following paraphrased questions, comments, and discussions ensued as a result of the presented information. These do not appear in the exact order that the issues arose.

- E. Feighner stated that the stone dam upstream is possibly of historical value and therefore could necessitate archaeological research if that area were impacted during construction.
- E. Feighner and J. Garvin agreed that a new bridge widened downstream (opposite side of the dam) from the existing bridge would not have adverse effects. Based on this approach, no archeological research would be necessary for this project.

T. Marshall described two bridge replacement alternates that have been discussed with the Town, one of which involves increasing the span. There was discussion on the value of the existing stone abutments and their preservation. The abutments would not be eligible for the National Register. S E A would consider leaving them in place and spanning the bridge beyond or including them as part of the new abutments. The general consensus during the discussion was that the abutments should not be kept if durability or costs were an issue favoring complete removal. This issue could probably be determined early in the initial stages of the engineering study.

Milton (no state/federal #). Participant: Ed Bergeron, HEB Engineering.

J. McKay provided some material from bridge design for Jim Garvin's review. The project is municipally managed and has not yet been awarded to an engineering firm.

Nottingham 14240 (no federal #). Participant: Sean James, HTA (sjames@hta-nh.com)

Matt Low, PE and Sean James, PE from Hoyle, Tanner & Associates, Inc presented the proposed project to the committee. Two handouts were provided to the committee for their information. The first handout depicted the existing and proposed limit of work at the project site, while the second listed the major facts of the project.

HTA was selected by the Town of Nottingham under the NHDOT Municipally Managed Bridge Aid Program and is currently completing the Engineering Study for the project. The Town anticipates advertising contract plans in 2008 (FY 2009).

The existing Freeman Hall Road Bridge over North River (145/145) is a single span, buried structure consisting of a corrugated metal pipe (CMP) and was probably built in 1965. Total bridge length or span is 9 feet 5 inches with a width of approximately 76 feet. The bridge is a seriously deteriorated condition with heavy rusting, moderate section loss, and some cracking of the pipe. Because of this condition, the bridge is currently on the NHDOT 'Red List' and is posted for a weight limit of 10 tons.

Due to the poor condition of the bridge, HTA is proposing replacement. The proposed bridge will be a pre-cast, buried rigid frame with a 14-foot span. Roadway approach work will be approximately 800' feet in length. Two roadway alignments are currently being considered. The first will match the existing roadway vertical and horizontal geometry, while the second improves the horizontal curvature of the road with increased impacts. Items of potential historic interest within the project limits include two abutting homes (year built unknown) and an existing stone embankment wall.

After the presentation, the committee did not note any items of historical or archaeological concern within the project limits and requested that HTA submit a completed Cultural Resource Memorandum of Effect for the project checking the box for "No Historic Properties Affected".

Antrim X-AOOO(086), 13885. Participant: Peter Pitsas, Underwood Engineering.

The project includes replacing sidewalks and improving parking. The new sidewalks will be located approximately in the same location as the existing ones. The parking improvements will create a uniform parking width. In some cases, the parking area will need to be widened. The maximum parking width increase will be approximately 2'.

The sidewalk improvements would be made in the following areas:

- West side of Route 202 (Main Street): from Prospect Street to Route 31.
- East side of Route 202 (Main Street): from Aiken Street to a point approximately 275' north of Aiken Street.
- West side of Route 31 (Main Street): from Route 202 to Elm Street.
- *North side of West Street: from Route 31 to School Street. This portion of the project **WILL NOT** receive federal funding.*
- *West side of School Street: from West Street extending approximately 225' south. This portion of the project **WILL NOT** receive federal funding.*
- *North side of Summer Street: from Route 202 to School Street. This portion of the project **WILL NOT** receive federal funding.*

The parking improvements will be made in the following areas:

- West side of Route 202 (Main Street): from Aiken Street to Route 31.
- East side of Route 202 (Main Street): from a point approximately 275' north of Aiken Street to a point approximately 150' south of Route 31.
- West side of Route 31 (Main Street): from Route 202 to West Street and from Grove Street to Elm Street.
- East side of Route 31 (Main Street): from Route 202 to West Street.

Minor drainage improvements (i.e. addition of new catch basins and culverts) will be made by NHDOT District 4. If necessary, NHDOT will file for the applicable Wetlands Permit.

The project will also include reconstruction of Summer Street. The Street will be reconstructed in approximately the same location as the existing street. This portion of the project **WILL NOT** receive federal funding.

L. Wilson and E. Feighner were familiar with the area and did not believe that there were any impacts to architectural or archaeological resources in the project area. A No Historic Properties Affected memo can be prepared.

Thursday, January 13, 2005

Rye, MGS-BRF-X-T-0221(010), 13269. Participants: Russ St. Pierre (4045) and Alex Vogt.

This is a project to replace the existing timber trestle bridge carrying Pioneer Road (NH Route 1A) over Seavey Creek. When last reviewed, the Department was asked to consider replacing the bridge in kind with a new wooden bridge. R. St. Pierre explained that the Department was very reluctant to construct another wood bridge, especially in tidal environment. The primary issues were deterioration, maintenance, and safety. R. St. Pierre presented photos of design elements from more recent bridges to see if those present could be agreed that the look of the trestle bridge might be captured in materials other than wood.

While it was agreed that the look of certain bridge elements could be replicated in concrete, the Department was asked to consider a form that would provide an impression of the trestle type of bridge with perhaps a wood railing. There was a brief discussion of the difficulty in meeting current railing safety standards with wood.

It was noted that an archaeological study of the project area had been completed, and one sensitive resource was identified. The remnants of a timber crib dam associated with a 17th century tidal mill were found in the creek on the northerly side of the bridge. The Department will need to consider this resource when evaluating alignment options or the need for a temporary bridge for construction purposes. It was also noted that the Department needs to complete HAER documentation of the existing trestle bridge.

Plaistow-Kingston, MGS-STP-T-X-5375(010), 10044B. Participant: Joyce McKay.

J. McKay reviewed photographs of the concrete slab bridge over Kelly Brook in Plaistow with J. Garvin. It was abandoned when this section of NH Route 125 was bypassed. The widening of NH Route 125 will likely impact the bridge, and it will need to be replaced. J. Garvin suggested that the bridge was likely older than it appears, especially since it has a plaque indicating the town selectmen in office while the bridge was constructed. He requested that Lynne Monroe prepare a determination of eligibility for the bridge, which would also act as its documentation. L. Monroe should use ASA 100 film. Research would include inspection of the town reports, especially within the time period during which the above selectmen served. The plaque may have been transferred from an earlier bridge, however.

Bartlett 14372: Participant: Joe Kieronski.

Joseph Kieronski inquired about the procedure to remove a bridge set aside from a previous project. Representative Chandler has requested the Department to move ahead with its removal. It now sits adjacent and parallel to US Route 302 over Rocky Brook 191/139. H. Kinter indicated that a 4(f) discussion was never provided in the original document because bypassing it had preserved the eligible bridge. In a February 1987 letter to Stuart Wallace, then the SHPO, the Department indicated that it would leave the bridge in place for ten years. In fact, representative Chandler and Commission Kenison had agreed to leave the bridge for three years and offer it to the town. J. Garvin stated that the bridge scored 16 points, in part because the bridge was built on a skew. The Pratt Truss is also one of a diminishing number of its type. Thus, if re-scored, it might now have a higher score. The bridge also represents a later stage of design for the Pratt Truss.

H. Kinter stated that the real question was how to justify removing an eligible bridge, which had not involved 4(f) because it was bypassed. He would have to investigate the legal precedents with FHWA, and try to determine how to move forward. Selection of an alternative that did not result in a 4(f) had been a condition of funding. It was noted that the bypassed bridge issue had been a reason for the proposal to ASSHTO that would have developed a method to select historic bridges for rehabilitation. It was also noted that a similar circumstance arose when the Department removed the bridge in Landaff. While the MOA was revised for the Landaff removal project, the issue of 4(f) was not specifically addressed.

In addition to checking the requirements associated with 4(f), a HAER document will need to be prepared if one does not exist and a public information meeting held to review the bridge's rehabilitation option. A MOA dated Feb. 2, 1987, was signed stating the project will not have "an effect" on the bridge. The advertising date is currently set for July. [Note: A HAER document was not located in the files of the BOE or Bridge Design 1-24-05]. H. Kinter inquired if there were or could be any use for the bridge. J. Kieronski did not think that there were any trails that went over it.

Salem-Manchester, IM-IR-0931(174), 10418C. Participants: Bill Cass and Charlie Hood.

Bill Cass discussed the Department's current plans to relocate the Robert Armstrong House to a nearby lot being purchased as part of the project and lies near its current location. The Common Man Restaurant, the former barn, will probably also be moved to this parcel, which will contain a park and ride. The current plan is to offer oversight of the building to Windham's historical society. The Department has completed some preliminary landscaping designs for the parcel. This design is only conceptual and is a totally designed landscape. However, it is acquiring the property through a condemnation procedure, and the former landowner will have the first right of refusal to it.

NHDHR considered the current direction to be acceptable. It was noted that the property would be moved with covenants addressing its preservation and setting. J. Garvin did have concerns about adding another covenant to those that NHDHR already reviews. He noted that Preservation Alliance has been developing its covenant program. J. Garvin will discuss the issue with Jim

McConaha. H. Kinter requested that the concept be returned to a future meeting once plans were more finalized.

Newington, X-AOOO(333), 11238E. Participant: Russ St. Pierre.

A new "No Historic Properties Affected" memo was signed reflecting the inclusion of Federal funding in the project.

Conway Surplus Land. Participants. Mark Hemmerlein and Bill Hauser.

M. Hemmerlein reviewed this surplus property to clarify the Division of Historic Resources and FHWA's opposition to transferring these parcels along the newly constructed North-South Road. NHDHR reiterated that there may be archaeological deposits associated with the railroad building that was removed, and FHWA objected because of the expenditure of federal fund to landscape these parcels.

Boscawen Surplus Land. Participants. Bill Hauser, Mark Hemmerlein and Kit Morgan.

NHDOT wanted to determine if NHDHR would entertain the sale of this parcel rather than the lease. Mark Hemmerlein explained that the parcel was very small and held no resources. Kit Morgan explained that the parcel was far enough back from the main line that it would not affect any future use and parcel and was likely purchased for a siding. After reviewing the pictures and plans, the committee did not object to the sale of the parcel rather than a lease.

Archaeological Investigations for Surplus Lands. Participants: Phil Miles and Bill Hauser.

E. Feighner noted that Dick Boisvert would likely not agree to survey surplus parcels for NHDOT under the SCRAP program. H. Kinter suggested that Right-of-Way establish one or two STP projects to do the necessary archaeological investigations of surplus lands using qualified outside consultants. One might involve federal projects and the other state projects. Under such a designated project, Bill Hauser stated that the surplus lands would still require careful screening at a cultural resources meeting. The number receiving such survey would need to be limited.

Review Letters of Interest for Service Agreement. Participants: Bill Hauser, Dennis Danna, Edna Feighner, Linda Wilson, and Harry Kinter.

Notes on the discussion of consultant qualifications were developed separately from these meeting minutes.

Bristol-New Hampton, X-AOOO(308), 14336. Participants: Kevin Nyhan and Kevin Prince.

K. Nyhan and J. Evans presented this federal resurfacing project that involves pavement, drainage, and guardrail upgrades and ledge removal along a portion of NH Route 104 in the towns of Bristol and New Hampton. The project begins at approximately Baker Street in Bristol and proceeds east 5.1 miles to Interstate 93 in New Hampton.

All work will remain largely within the limits of existing right-of-way and there will be no involvement with historic properties. However, one area of drainage upgrade may require disturbance on a terraced portion of the bank of the Pemigewasset River. E. Feighner stated that these types of areas are normally sensitive for archaeology. After a review of a photograph, she requested that if the contractor's method of construction would involve disturbance on this terrace, there would be a need for archaeological monitoring of the project. K. Nyhan stated that he was unsure of how access to the drainage structure would be conducted and that he would check with Design. A No Historic Properties Affected memo could be signed, conditional upon having an archeological monitor on sight if there were disturbance to this sensitive area along the terrace. The memo will stipulate this condition.

Statewide, IM-X-OOOS(397), 13408. Participant: Kevin Nyhan.

This project was not presented. However, E. Feighner had reviewed the material mailed by K. Nyhan and found no concern for archaeology sensitivity at these sites. A memo or clearance letter from NHDHR will be required.

Roxbury-Sullivan, F-X-0121(034), 10439: Participant: Mark Hemmerlein.

M. Hemmerlein wanted to review the proposed archaeological studies and inform the group of some hazmat issues associated with the former tannery site that were being investigated. Matt Hill reviewed the proposed work and indicated that the roadway fills would impact the tannery foundations. He also reviewed a mill site just west of the tannery. Amy Weinberger reviewed the possible hazmats associated with the tannery and indicated it was likely that the least virulent form of chromium was used at this site based on the age of the site. Also the store across the road from the tannery has a leaky underground storage facility, and the crews should be alerted to the possibility of finding gasoline-tainted soils. The site will be tested and if positive hazmat results are found, the NHDOT would attend a later meeting to discuss the options. Otherwise, the excavations will proceed as planned.

Andover-Franklin, X-AOOO(293), 14057A. Participants: Kevin Nyhan, Kevin Prince, Mike Fudala, Jim Marshall, Ed Hiller, consulting party from the Andover Historical Society, and Mark Stetson, town selectman.

K. Nyhan summarized this on-going project for NHDHR, FHWA, Ed Hiller and Mark Stetson from the Town of Andover. The project was being re-reviewed to determine if everyone was happy with the proposed layout of the Hoyt Road/ NH Route 11 intersection. K. Nyhan distributed a draft conceptual rendering that showed a standard T-type intersection. It maintains some gravel from the old road with the incorporation of split-rail fence that seeks to preserve the former view of the old alignment. Ed Hiller stated that he thought the proposed design would work within the context of the East Andover Agricultural Historic District. The town of Andover also liked the return to a more standard T-type intersection as presented at last year's January

public meeting. Everyone in attendance agreed that this would be a good design, and no further action is required.

Gorham, STP-TE-X-005(162), 12279. Participant: Joyce McKay

Linda Wilson and Harry Kinter signed the No Historic Properties Affected memo for the municipally managed project. The memo was forwarded to Bill Barry at VHB.

Manchester, P-1050, J I-93-1(108)22. Participant: Charles Hood

The NHDOT redid a portion of Wellington Road during the I-93 project. The City of Manchester would like to break the limited access to connect Edward J. Roy Drive to Wellington Rd. No standing buildings are present. E. Feighner stated that the area was not archaeologically sensitive since it would have been disturbed by the earlier project.

Hillsborough (Franklin Pierce Homestead)

The area under consideration are the improvements Wal-Mart wishes to make at the intersection of NH Routes 9 and 31 near the Franklin Pierce Homestead. Traffic volumes are projected to increase from its highest on Saturday morning at 250 to 325 cars or 75 cars per hour along Route 31. C. Hood showed a preliminary plan of the improvement, stating that the curbing on either side of 31 would be move back within the right-of-way: 3.5' on the Franklin Pierce side and 5' on the opposite side. Along Route 9, the curb would be moved about 8.5' back. L. Wilson indicated that the eligibility of the adjacent properties had been determined. J. Garvin noted that if it were necessary for NHDHR to hold a public meeting the only other entities involved would be the Hillsborough Historical Society that operates the homestead for DRED. J. Garvin and L. Wilson will met with the historical society and notify them of the project and a potential meeting about it. J. Lyons would be the point of contact for DRED. L. Wilson inquired about who was doing the project, the town or Wal-Mart? She suggested re-review of the project as it progressed.

Lisbon, X-AOOO(097), 13896. Participant: Charlie Hood.

Now town-owned, the depot is located on the heavily used rail trail between Lisbon and Woodsville. The building was most recently used as a machine shop, and the town is attempting to rehabilitate it to its former appearance as a depot. It will function as a welcome/community center. Its primarily function will be to provide information to users of the trail and other travelers. An exhibit about the Queen Anne style B&M station will be placed in the agent's office, and it will have a community meeting room for nonprofit organizations. Revisions to the depot rehabilitation project requested by NHDHR included primarily ADA access. NHDHR had not received an updated copy of the plans, which were presented at the meeting. It was noted that in the preliminary plans the kitchen and bathroom were not ADA accessible. This problem was adjusted in the current plans. NHDHR agreed that the access ramp and railing to the building was also appropriate. It was agreed that the project as it is now designed was acceptable to NHDHR, and a no adverse effect memo was signed.

****Memos:** Chesterfield, X-AOOO(242), 14208; Claremont STP-X-OOOS(382), 13333; Lisbon, X-AOOO(097), 13896; Lebanon 14140; Gorham, STP-TE-X-005(162), 12279; Dover 13089; Newington 11238C.

Submitted by Joyce McKay, Cultural Resources Manager

c.c.	J. Brillhart	K. Cota	N. Mayville	Bill Cass
	C. Barleon, OSP	C. Waszczuk	D. Lyford	
	V. Chase	R. Roach, ACOE	H. Kinter, FHWA	

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